

Appendix B - Proposed Gore District Plan – Transport – Recommendations on submissions

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S112.039	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS - General	Support	Retain as notified	Waka Kotahi supports the inclusion of Note 3 for clearly identifying the road controlling authority is Waka Kotahi New Zealand Transport Agency for all State highways.	Accept
S112.043	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS - General	Not Stated	Assess whether amendments should be made to rule TRANS-R1 and TRANS-R2 to provide clarity on the application of TABLE-S5, TABLE-S6, TRANS -S8, TRANS - s9 Figure 1, TRANS - S10 2. (b), TABLE - S10 and TRANS - S11(4), and associated drawings R091, R09-2 and R09-3.	Waka Kotahi notes that some of the TRANS standards do not entirely align with the requirements set out in the New Zealand Transport Agency's 'Planning and Policy Manual' (PPM, 2007) and current internal practise. Waka Kotahi is concerned that third parties will have an expectation that they can design their works, such as vehicle crossings onto the state highway, to meet the district plan standard and that that standard will also be acceptable to Waka Kotahi. This is not an issue where our standards align but could create difficulties where there is misalignment and seeking amendments to address this, so that its clear to Plan users what design standards would need to be met for works associated with the State highway network.	Accept in part
S144.005	Contact Energy Limited	TRANS - Transport	TRANS - General	Support	Retain.	Contact generally supports the transport chapter.	Accept
S109.041	Department of Conservation	TRANS - Transport	TRANS - General	Support in part	Retain with the following amendments (or words to similar effect): Note 1 - Include a more specific description of what other provisions apply to this chapter such as referring specifically to the ECO chapter provisions.	The D-G recommends amending Note 1 to identify which other provisions apply to provide clarity.	Reject
S146.013	Southland District Council	TRANS - Transport	TRANS - General	Support in part	There are some other key routes that are the responsibility of GDC and SDC. These would be classed as Rural Connectors and include the following: Pyramid Waiparu Rd. Wyndham Rd. Waimea Valley Rd. Waimumu Rd/Te Tipua School Road (on either side of SH 96) GDC should work with SDC to ensure these are prioritised both for their current role and as a backup for when there are road closures on the State Highway system.	Numbered routes running between Gore District and Southland District are the responsibilities of NZTA, but other key routes would be classed as rural connectors and are the responsibility of SDC and GDC.	Accept in part
S124.013	Fire and Emergency NZ	TRANS - Transport	TRANS - General	Support	Retain objective and policy framework as notified	For fire appliances to access an emergency, it is important that the transportation network is designed, constructed, and operated in a way that ensures a safe, efficient, effective, integrated, resilient and sustainable transport system. See full submission for complete reason for support	Accept
S140.009	Robina Johnston	TRANS - Transport	TRANS - General	Not Stated	Consideration of effects on third parties of increased commercial activities in rural areas and sharing of costs.	Commercial operators move to rural zone their activity then means that Council contactors increase road sweeping in rural roads that adjoin gravel. Increased activity then causes damage to third party vehicles or recreational users. Sharing of costs needs to be investigated as the increased activity or type of vehicles or number of vehicles has an impact on third parties. Individuals often don't understand what these impacts are and sign authority to approve activity if it	Accept in part

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						involves consent or not. It seems there is no rule to prevent damage and nuisance to parties.	
S74.002	Hamish Weir	TRANS - Transport	TRANS - General	Oppose	Removal of all rules relating to matters covered by the Subdivision and Land Development Bylaw 2019.	Repeating standards will cause conflict adding significant costs to the consent process. The duplication will require 2 documents to be updated, which creates costs for the ratepayer. It is simpler to refer to the Subdivision and Land Development Bylaw.	Reject
FS28.022	Kainga Ora			Oppose	Disallow	While Kāinga Ora agrees that duplication is undesirable, Kāinga Ora has concerns around the Subdivision and Land Development Bylaw 2019. It is the view of Kāinga Ora that subdivision and development is better managed through the district plan process.	Accept
FS22.056	Clark Fortune McDonald & Associates			Support	Allow	Support - we agree that Subdivision & Land Development Bylaw matters should not be duplicated in the District Pan, and note that the District Plan is not the appropriate mechanism for engineering standards.	Reject
S110.021	Royal Forest and Bird Society of NZ Inc	TRANS - Transport	TRANS- Additional provisions sought	Amend	Add: TRANS-P14 Seek to minimise carbon emissions in planning, construction, maintenance and ongoing use of the transportation network.	Climate change is not really mentioned in the policies, except for TRANS-P6 encouraging alternative modes of transport. The efficient planning, construction and use of the transport network should be also addressed as this can greatly reduce carbon emissions.	Reject
S112.026	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS- Additional provisions sought	Not Stated	Insert a new objective as follows: A resilient transport network is provided that recognises the adverse effects of climate change and natural hazards and the need to adapt to the changes associated with those effects.	The objectives in the TRANS chapter of the Plan do not specifically address the importance of the continued function and resilience of transport network from the effects of climate change and natural hazards. Given the ongoing challenges that high rainfall and flooding events present to the Gore District, we recommend that a new objective be inserted to reflect the need to provide a resilient transport network that recognises the effects on climate change and natural hazards and the need to adapt to the changes associated with those effects.	Reject
S132.039	KiwiRail Holdings Ltd	TRANS - Transport	TRANS- Additional provisions sought	Amend	Insert new rule as follows: TRANS-R5: Sight lines at railway level crossings All zones Activity status: Permitted Where: Compliance is achieved with TRANS-S8. Activity status where compliance is not achieved: Restricted Discretionary Matters of discretion: 1. The potential for adverse effects on the safety and efficiency of the rail network. 2. Applications under this rule must provide, in addition to the standard information requirements, evidence of engagement with KiwiRail.	KiwiRail seeks the inclusion of a new rule relating to sight lines at railway level crossings. Level crossings within the Gore District are controlled by a combination of Stop / Give Way signs, and alarms / barrier arms. Different level crossing controls require different sightlines to ensure safety at crossings. In order to protect sight lines at level crossings, the new rule is proposed. Compliance with the standard would provide for development as a Permitted Activity, with non-compliance requiring a Restricted Discretionary Activity consent, with discretion restricted to the aspects provided in TRANS-P8.	Accept
S132.035	KiwiRail Holdings Ltd	TRANS - Transport	TRANS- Additional	Amend	Insert New Policy as follows: Reverse sensitivity effects are avoided, remedied or mitigated where activities are adjacent to the transport network.	KiwiRail seeks the inclusion of a new policy which recognizes the importance of managing activities to provide for reverse sensitivity	Reject

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			provisions sought			effects adjacent to the transport network so that potential effects are avoided, remedied, or mitigated.	
FS28.030	Kainga Ora			Oppose	Disallow	It is the view of Kāinga Ora that INFR-P6 and TRANS policies, consistent with the Kāinga Ora submission, provide for the effective management of unacceptable reverse sensitivity effects.	Accept
S126.012	Southland Federated Farmers of New Zealand	Interpretation	Definitions	Support	Include new definition (Collector Road) and make any necessary consequential amendments.	SFF recommends the Council include a definition for collector road.	Reject
S126.050	Southland Federated Farmers of New Zealand	Interpretation	Definitions	Not Stated	Include new definition for vehicle movements and make any consequential amendments.	Vehicle movements is referred to in the Transport Chapter, however no definition is included.	Accept
S115.013	Kevin Robertson	Interpretation	Definitions	Support	Include new definition (Collector Road) and make any necessary consequential amendments.	SFF recommends the Council include a definition for collector road.	Reject
S115.051	Kevin Robertson	Interpretation	Definitions	Not Stated	Include new definition for vehicle movements and make any consequential amendments.	Vehicle movements is referred to in the Transport Chapter, however no definition is included.	Accept
S143.024	Rural Ratepayers Group	Interpretation	Definitions	Support	Include new definition (Collector Road) and make any necessary consequential amendments.	SFF recommends the Council include a definition for collector road.	Reject
S143.062	Rural Ratepayers Group	Interpretation	Definitions	Not Stated	Include new definition for vehicle movements and make any consequential amendments.	Vehicle movements is referred to in the Transport Chapter, however no definition is included.	Accept
S148.025	Alistair & Bernadette Hunt	Interpretation	Definitions	Support	Include new definition (Collector Road) and make any necessary consequential amendments.	SFF recommends the Council include a definition for collector road.	Reject
S148.063	Alistair & Bernadette Hunt	Interpretation	Definitions	Not Stated	Include new definition for vehicle movements and make any consequential amendments.	Vehicle movements is referred to in the Transport Chapter, however no definition is included.	Accept
S60.015	Ronald Crispin	Interpretation	Definitions	Support	Include new definition (Collector Road) and make any necessary consequential amendments.	SFF recommends the Council include a definition for collector road.	Reject
S60.053	Ronald Crispin	Interpretation	Definitions	Not Stated	Include new definition for vehicle movements and make any consequential amendments.	Vehicle movements is referred to in the Transport Chapter, however no definition is included.	Accept
S68.133	John Baynes	Interpretation	Definitions	Support	Include new definition (Collector Road) and make any necessary consequential amendments.	SFF recommends the Council include a definition for collector road.	Reject
S68.171	John Baynes	Interpretation	Definitions	Not Stated	Include new definition for vehicle movements and make any consequential amendments.	Vehicle movements is referred to in the Transport Chapter, however no definition is included.	Accept
S112.004	Waka Kotahi NZ Transport Agency	Interpretation	land transport infrastructure	Support in part	Amend the definition as follows: Means any infrastructure, building, equipment or devices that support the movement of people and goods by land including:	Generally supports the land transport infrastructure definition, however seeks the following amendments: (d) insert culverts, erosion protection structures and defences	Accept

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					(d) Roads, including carriageways, pavements, bridges, culverts, erosion protection structures, defences against water , tunnels, retaining walls, underpasses, overpasses, verges and berms; (e) Lighting, signals, official signs and control structures and devices associated with intelligent transport systems including vehicle detection systems (electronic vehicle identification and infra-red vehicle occupancy counters), incident detection, emergency telephones, cables and ducting; ... (f) safety devices including handrails, bollards, road markings, rumble strips, barriers, fences, speed tables, speed cushions, ~~and~~ traffic separators, raised safety platforms, turnaround bays, intersection speed zones, and skid resistance.	against water within the definition as they are provided and maintained by Waka Kotahi as part of the State highway network. (e) amend to only include official signs. Official signs are defined by the Plan as the same meaning as per the National Planning Standards. Waka Kotahi do not wish to capture all signs such as advertising signs as part of this definition. (f) amend to include raised safety platforms, turnaround bays, intersection speed zones and skid resistance which are also provided and maintained as part of State highway network.	
S132.006	KiwiRail Holdings Ltd	Interpretation	land transport infrastructure	Amend	Amend 'Land transport infrastructure' definition: Means any infrastructure, building, equipment or devices that support the movement of people and goods by land, including: (c) Railway Network including , tracks, bridges, culverts, erosion protection structures, defences against water , tunnels, retaining walls, underpasses, overpasses, verge and berms; (e) Lighting, signals, official signs and control structures and devices associated with intelligent transport systems including vehicle detection systems (electronic vehicle identification and infra-red vehicle occupancy counters), incident detection, emergency telephones, cables and ducting;	KiwiRail generally supports the definition as proposed including the inclusion of rail furniture. However, to ensure that the definition is interpreted correctly we seek the following amendments: • Inclusion of culverts, erosion protection structures, defences against water within the definition at (d) - culverts and erosion protection structures are critical in maintaining a safe and efficient rail network for freight and passengers within New Zealand. • Amend to clarify that signs relates to official signs only	Accept
S16.027	Fuel Companies	Interpretation	land transport infrastructure	Support	Retain the definition as notified.	Pleased to see recognition of the charging of electric vehicles in the definition.	Accept
S126.030	Southland Federated Farmers of New Zealand	Interpretation	land transport infrastructure	Support in part	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	We agree to most of the items listed in the definition as objects that support the movement of people and goods by land. However, we do not believe clause m items actually do 'support the movement of people and goods by land'.	Accept
S115.031	Kevin Robertson	Interpretation	land transport infrastructure	Support in part	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	We agree to most of the items listed in the definition as objects that support the movement of people and goods by land. However, we do not believe clause m items actually do 'support the movement of people and goods by land'.	Accept
S143.042	Rural Ratepayers Group	Interpretation	land transport infrastructure	Support in part	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	We agree to most of the items listed in the definition as objects that support the movement of people and goods by land. However, we do not believe clause m items actually do 'support the movement of people and goods by land'.	Accept
S148.043	Alistair & Bernadette Hunt	Interpretation	land transport infrastructure	Support in part	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	We agree to most of the items listed in the definition as objects that support the movement of people and goods by land. However, we do not believe clause m items actually do 'support the movement of people and goods by land'.	Accept

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S60.033	Ronald Crispin	Interpretation	land transport infrastructure	Support in part	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	We agree to most of the items listed in the definition as objects that support the movement of people and goods by land. However, we do not believe clause m items actually do 'support the movement of people and goods by land'.	Accept
S68.151	John Baynes	Interpretation	land transport infrastructure	Support in part	Accept most of the definition as notified but delete clause m and make any consequential amendments: ~~(m) Stormwater management facilities, ventilation structures, drainage devices and erosion control devices; and~~	We agree to most of the items listed in the definition as objects that support the movement of people and goods by land. However, we do not believe clause m items actually do 'support the movement of people and goods by land'.	Accept
S112.005	Waka Kotahi NZ Transport Agency	Interpretation	movement lane	Support in part	Amend the definition as follows: Means that part of the formed and sealed road that serves the link function in a road. It may have a shared use for other activities such as walking, cycling, parking ~~and play.~~	Supports the definition but recommends that the reference to 'play' be removed from this definition. In a wider context streets and roads have both 'movement' and 'place' roles. However, the movement lanes are not the space within streets and roads for activities such as 'play' from a traffic safety and efficiency perspective.	Accept
S112.008	Waka Kotahi NZ Transport Agency	Interpretation	street furniture	Support in part	Amend the definition as follows: Means equipment within the footpath such as signal poles, lighting columns, signs, parking meters, seats, benches, bollards, drinking fountains, rubbish and recycling bins, cycle parking and landscaping ~~etc.~~	However, we recommend that the definition be amended to ensure that is consistent with the street furniture included in the ONF by inserting bollards, benches, drinking fountains, rubbish and recycling bins and cycle parking stands.	Accept
S132.012	KiwiRail Holdings Ltd	Interpretation	transit corridors	Amend	Amend 'transit corridors': Means transit corridors that provide for the fast and efficient long-distance movement of people and goods within the urban realm. This includes motorways and urban expressways. By definition all dedicated, high movement and mode specific transport corridors such as ~~heavy~~ rail networks and busways are included in this classification.	KiwiRail supports the inclusion of the rail networks within this definition but does not consider it necessary to define heavy rail networks.	Reject
S112.009	Waka Kotahi NZ Transport Agency	Interpretation	transport network	Support in part	Amend the definition as follows: Means any transport route that support the movement of people and goods and includes trains, motorised vehicles, non-motorised modes of transport ~~and~~ pedestrians and cyclists.	Waka Kotahi supports this definition as stated. For clarification purposes, we recommend that it include cyclists.	Accept
S112.187	Waka Kotahi NZ Transport Agency	Energy, Infrastructure and Transport map layers	TRANS-MAP-Street Category	Support in part	Re-assess whether the ONF Street category map should include all of the 'street categories' listed in the definition in the Interpretation chapter and amend the map Legend and map accordingly to correct any omissions.	Waka Kotahi notes that the Street categories shown on the One Network Framework (ONF) street category Map do not include all of the categories listed in the definition of 'street categories' in the Interpretation chapter of the Plan. It is unclear whether this is deliberate or an oversight.	Reject
S132.026	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-Overview	Amend	Amend as follows: In addition to their primary function of providing for the movement of people and commodities, road ~~and rail~~ corridors are also suitable for the co-location of communication and	Due to the health and safety risks associated with working in and around rail corridors it is not appropriate for co-location of other infrastructure.	Accept
S63.001	New Zealand Helicopter Association	TRANS - Transport	TRANS-Overview	Support in part	Consideration given in this section for the Commercial aspects of aviation not just those to do with agricultural activities.	Represents commercial aviation operations that are temporary by nature and infrequent in operation. Operations include but not limited to • Aerial Spotting • Asset management, • Construction, • Disaster relief work (after State emergency has ended) • Flight training, • Frost protection, • Infrastructure repairs and	Accept in part

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						development, • Science and Research • Search and Rescue • Surveillance • Survey operations • Tourism • Transportation of people • TV and Film. Often require a temporary helicopter landing site and may include many movements a day but may not be used for an extended period of time. These activities are directly beneficial to community.	
FS4.81	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	These are important infrequent activities supporting the community.	Accept in part
FS18.9	New Zealand Helicopter Association			Support	Allow	Position remains the same	Accept in part
S112.019	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O1	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives.	Accept
S125.011	Ministry of Education	TRANS - Transport	TRANS-O1	Support	Retain as proposed.	The submitter supports TRANS-O1. Safe and efficient transport that meets the needs of all transport users is a positive outcome.	Accept
S132.027	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-O1	Support	Retain as proposed.	KiwiRail supports the inclusion of this objective as it provides for the safe, effective, and efficient transport network.	Accept
S112.020	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O2	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives.	Accept
S132.028	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-O2	Support	Retain as proposed.	KiwiRail supports the objective as it provides for the function and operation of the transport networks that is not compromised by land use activities and subdivision development.	Accept
S109.039	Department of Conservation	TRANS - Transport	TRANS-O3	Support	Retain as notified	The D-G supports the intent of the provisions to manage the environmental effects of transport activities in line with the NPS-FM, NPS-IB and Southland RPS.	Accept
S112.021	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O3	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives	Accept
S112.022	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O3	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives	Accept

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S132.029	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-O3	Support	Retain as proposed.	KiwiRail supports that the objective as it seeks to manage adverse effects from the construction, maintenance, upgrade and use of the transport network.	Accept
S112.023	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O4	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives.	Accept
S132.030	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-O4	Support	Retain as proposed.	KiwiRail supports the integrated planning and development of the transport network and land uses both current and future.	Accept
S112.024	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O5	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives	Accept
S112.025	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-O6	Support	Retain as notified	Waka Kotahi supports the inclusion of these objectives	Accept
S132.031	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-O6	Amend	Amend as follows: Infrastructure and other compatible activities that benefit the community are located, where practicable, within road ~~and rail~~ corridors.	KiwiRail supports the intention, however, due to health and safety risks associated with working in and around the rail corridor, it is not suitable for other infrastructure to be co-located in the rail corridor.	Accept
S112.027	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P1	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S112.028	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P2	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S112.036	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P3	Support in part	Amend TRANS - P3 as follows: Enable the establishment and maintenance of land transport infrastructure that connects current and future land uses with transport routes that support the movement of people and goods and includes trains, motorised vehicles, non-motorised modes of transport, and pedestrians and cyclists .	Supports enabling of land transport infrastructure for all modes of transport and it aligns with the strategic priorities of the Government Policy Statement on Land Transport 2021/22 - 2030/31. However, recommends that wording of the policy include a reference to cyclists.	Accept
S16.030	Fuel Companies	TRANS - Transport	TRANS-P3	Support	Retain as notified	Supportive of the policy which relates to land transport infrastructure and is supportive of the safe and efficient movements of people and goods by land.	Accept
S132.032	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-P3	Support	Retain as proposed.	KiwiRail supports enabling establishment and maintenance of land transport infrastructure that connects current and future land uses with transport routes that support the movement of people and goods and includes trains, motorized vehicles, non-motorised modes of transport and pedestrians.	Accept
S112.029	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P4	Support	Retain as notified	Waka Kotahi supports these policies	Accept

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S16.031	Fuel Companies	TRANS - Transport	TRANS-P4	Support	Retain as notified	Supportive of the policy which relates to land transport infrastructure and is supportive of the safe and efficient movements of people and goods by land.	Accept
S132.033	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-P4	Amend	Amend as follows: Enable the location of land transport infrastructure, and where practical promote co-location of network utilities and other compatible infrastructure or activities, within road and rail corridors where	KiwiRail supports the intention of the policy, however, due to the health and safety risks associated with working in and around the rail corridor, it is not always suitable for the co-location of network utilities and other infrastructure or activities within the rail corridor. It is recommended that rail be removed from this policy.	Accept
S63.002	New Zealand Helicopter Association	TRANS - Transport	TRANS-P5	Support	Support this section	No reason provided	Accept
FS18.28	New Zealand Helicopter Association			Support	Allow	Our position remains the same	Accept
S112.030	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P6	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S112.031	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P7	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S125.012	Ministry of Education	TRANS - Transport	TRANS-P7	Support	Retain as proposed.	The submitter supports TRANS-P7. It aligns with the focus from the Ministry of encouraging students and employees to use active transport modes, when possible, to and from educational facilities.	Accept
S132.034	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-P7	Support	Retain as proposed.	KiwiRail is supportive of providing a safe and accessible transport network for the community.	Accept
S112.032	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P8	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S16.032	Fuel Companies	TRANS - Transport	TRANS-P8	Support	Retain as notified	Supportive of the policy which relates to land transport infrastructure and is supportive of the safe and efficient movements of people and goods by land.	Accept
S132.241	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-P8	Amend	Amend as follows: Provide for a safe and efficient transport network by ensuring location, design and construction standards for land transport infrastructure are met that require: 1. Vehicle crossings to be located and have appropriate separation and sight distances for the type of road, speed environment and proximity to intersections and/or existing vehicle crossings; 2. Vehicle crossings to be located and have	KiwiRail generally supports this policy as it seeks to provide for the safe and efficient transport network by ensuring location, design and construction standards for land transport infrastructure are met. KiwiRail seeks an amendment to the policy that puts a greater emphasis on the protection of the rail network and those	Accept in part

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					appropriate separation and sight distances from level crossings; 3. Visibility to be maintained at railway crossings and road intersections; 4. Minimum dimensions and formation standards for the category and type of road, intersection, access or crossing; 5. Manoeuvring space for vehicles access and parking areas.	utilising the services.	
S112.033	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P9	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S112.037	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P10	Support in part	Amend TRANS - P10 as follows: Manage high trip generating activities and the effects of vehicle movements on the transport network to ensure that: ... 3. the activity ~~compatible with the character~~ is consistent with the function and purpose of the street category and amenity of the surrounding area	The wording "compatible" in the policy is open to interpretation and to improve the clarity of this policy we recommend that the wording " is consistent with the function and purpose of the street category".	Accept
S112.034	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P11	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S139.051	Hokonui Rūnanga Inc	TRANS - Transport	TRANS-P11	Support in part	Amend to read "Manage the actual or potential effects from the design, location and operation of the transport network on Ngāi Tahu cultural values and recognise the underlying relationship Ngāi Tahu hold with the natural environment by its design and location the natural environment including effects on mana whenua and the values they associate with the area, including whakapapa, the mauri of whenua and wai, access to mahinga kai, disturbance of wāhi tapu or other taonga, and encourage the urban design of a streetscape, with land transport infrastructure such as street furniture and artwork, ~~that contributes~~ which recognise and reflect the unique Ngāi Tahu cultural identity of the district. "	Wherever possible the plan provisions should specify the particular effects of concern to mana whenua to ensure the plan provisions are clear and that appropriate effects are identified and assessed, including when Hokonui Rūnanga Inc may be an affected party.	Accept in part
S109.040	Department of Conservation	TRANS - Transport	TRANS-P12	Support	Retain as notified	The D-G supports the intent of the provisions to manage the environmental effects of transport activities in line with the NPS-FM, NPS-IB and Southland RPS.	Accept
S112.035	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P12	Support	Retain as notified	Waka Kotahi supports these policies	Accept
S16.033	Fuel Companies	TRANS - Transport	TRANS-P12	Support	Retain as notified	Supportive of the policy which relates to land transport infrastructure and is supportive of the safe and efficient movements of people and goods by land.	Accept
S110.020	Royal Forest and Bird Society of NZ Inc	TRANS - Transport	TRANS-P12	Amend	Change: Managing the adverse effects from the use, design and location of the transport network and land transport infrastructure on the natural environment by ensuring appropriate stormwater treatment and management, and	The replacement of the current wording in this policy incorporates Part 2 of the RMA, and requires adverse effects to be managed. Should seek to minimize carbon emissions (in construction and ongoing use).	Reject

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					~~limiting the presence and~~ avoiding, remedying, or mitigating effects on outstanding natural features and landscapes, ecosystems and indigenous biodiversity unless there are no practical alternatives.		
FS14.013	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency do not support the suggested deletion of the text 'no practicable alternative' from this policy, as linear infrastructure like the state highway network may have a functional or operational need to locate in an area, such that there is no practicable alternative location when functional need or operational need is taken into consideration. The submission appears to go beyond the NPS-IB, which allows functional or operational need to be taken into account in determining practicable alternative locations.	Accept
S112.038	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-P13	Support in part	Amend TRANS - P13 as follows: Prepare and implement a parking strategy for the Gore Town Centre Zone and Mataura Local Centre Zone that recognises and provides for the volume and nature of parking and deliveries required for activities to be safely and efficiently carried out in those areas.	Waka Kotahi recommends an amendment to include the word 'safely' to make the intent of the objective more explicit that safety is an important consideration in preparing and implementing parking strategies.	Accept
S16.034	Fuel Companies	TRANS - Transport	TRANS-R1	Support in part	Amend TRANS-R1 as follows: The establishment, construction, operation, maintenance and upgrading of the transport network and land transport infrastructure. Activity status: Permitted 1. Where the land is: a. legal road and the work is being undertaken by, or on behalf of, a road controlling authority; or b. within a legally established rail corridor and the work is being undertaken by, or on behalf of, the railway owner or operator.; or c. for equipment, structures and infrastructure associated with charging of electric vehicles not within legal road. 2. The transport network and land transport infrastructure are designed, formed, surfaced and drained in accordance with all Transport Standards; and 3.....	As notified TRANS-R1 makes the establishment of electric vehicle charging devices that are not established by a road controlling authority and located within legal road, a discretionary activity. This appears contrary to the Transport policies and overall desire for the district to reduce reliance on fossil fuels and adapt to climate change. Seeks relief in the form of a specific rule in the Transport Chapter that enables EV charging units as a permitted activity in all zones, subject to compliance with the Transport Standards and any associated Zone standards. This would result a broader network of EV charging stations and a greater uptake of EV use.	Reject
S132.036	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-R1	Amend	Amend TRANS-R1 as follows: 1. Where the land is: ... ~~(b) within a legally established~~ Legal rail corridor and the work is being undertaken by, or on behalf of, the rail controlling authority ~~railway owner or operator.~~ 2. The transport network and land transport infrastructure are designed, formed, surfaced and drained in accordance with all Transport Standards (excluding Rail) ; and ...	KiwiRail support the intention of the rule and note that work within the rail corridor is provided for by the relevant designation. However, works that fall outside of the designation will be required to comply with R1-2, it is noted that the TRANS standards do not align with the requirements of KiwiRail. KiwiRail requirements are similar to those utilized by Waka Kotahi for state highways, therefore, KiwiRail seek to amend this rule to exclude rail from the TRANS standards. KiwiRail also seeks amendment to the wording of TRANS-R1 1(b) to reflect that KiwiRail are the Rail controlling authority and ensure that the rule applies to all land within the rail corridor in line with the TRANS-R1 1(a) for legal road.	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S109.042	Department of Conservation	TRANS - Transport	TRANS-R1	Oppose	Retain with the following amendments (or words to similar effect): Activity status: Permitted 1. (...) 3. The land is not within an area or site identified as: (a) Historic Heritage site or setting; or (b) root protection area of a Notable Tree; or (c) Outstanding Natural Feature or Outstanding Natural Landscape; or (d) Significant Natural Area or unmapped SNA that has been assessed as significant against the criteria in Appendix 4, highly mobile fauna area or within a riparian margin. Activity Status where compliance is not achieved: ~~Discretionary~~ Non Complying	Whilst the D-G supports R1(3) which requires resource consent if the establishment, construction, operation, maintenance and upgrading of the transport network and land transport infrastructure if it is on land which is within an outstanding natural feature or outstanding natural landscape or an SNA. It is recommended that the wording is amended to include any unmapped areas assessed as SNAs against the criteria in Appendix 4, highly mobile fauna or riparian margins. It should also be assessed as Non complying.	Accept in part
FS14.0010	NZ Transport Agency Waka Kotahi			Oppose	Disallow	The New Zealand Transport Agency (NZTA) does not support the suggested change in activity status from discretionary to non-complying. NZTA also does not support the suggested inclusion of unmapped SNAs. From our interpretation of the National Policy Statement for Indigenous Biodiversity (NPS-IB), this request is inconsistent with, Subpart 2, Section 3.9(2) of the NPS-IB. Any new SNA needs to be spatially identified in the District Plan; it cannot be left to the landowner to determine this through criteria. This further submission applies to the other provisions in other chapters where the submitter has made the same submission points.	Accept in part
FS24.024	Contact Energy Ltd			Oppose	Disallow	Contact opposes the relief sought as it considers the non-complying status for such activities is too onerous and including unmapped SNAs creates uncertainty	Accept in part
S112.040	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-R2	Oppose in part	Amend Rule TRANS - R2 as follows: Activity status: Permitted Any new access or an increase in use of ~~and an~~ existing access is permitted where: 1. The access is not: (a) ~~connecting to any State Highway to an interregional Connector, Rural Connector where it is a State Highway, Urban Connector, Main or activity street; or~~ (b) connecting to a heavy vehicle bypass route; or (c) within 30m of an at-grade railway crossing ... Advisory Note: Advice should be sought from Waka Kotahi New Zealand Transport Agency where the vehicle access connects to a State Highway. Amend Rule TRANS - R2 Matters of Discretion as follows: Matters of discretion: ... 5. The outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the vehicle access connects to a State Highway.	Waka Kotahi understands that the overall intention of the rule is to permit vehicle access to a formed road as a permitted activity in all zones. However, Waka Kotahi approval is required for any new access or increase in use of an existing access onto a State highway. The proposed rule in its current form only requires an access onto some roads as a Restricted Discretionary Activity, and Waka Kotahi recommends that the rule be amended to ensure that any new access or an increase in use of any existing access that connects to a State highway is classified as a Restricted Discretionary Activity and that a matter of discretion is added to include the outcome of consultation with Waka Kothai. Queries whether the word "and" should be replaced with "an" within this rule. Any new access or any intensification of vehicle use for an existing access onto a State Highway will require an assessment. Recommends that an advisory note be inserted into the rule that advice be sought from Waka Kotahi where the vehicle access connects to a State highway.	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S124.014	Fire and Emergency NZ	TRANS - Transport	TRANS-R2	Support	Retain as notified	Fire and Emergency support this rule as it requires vehicle access to be formed in accordance with TRANS4 pertaining to firefighting vehicle access.	Accept
S132.037	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-R2	Amend	Amend as follows: Matters of discretion: 1 5. the effects on the continued safe, effective, and efficient operation of a railway level crossing. Advice Note: Advice should be sought from KiwiRail Holdings Limited where the vehicle access crosses a railway line (private or public crossing) or a railway level crossing.	KiwiRail supports a 30m setback for vehicle crossings but seek that effects on rail level crossings are considered and provided for to ensure that effects on railway level crossings are considered and provided for. An amendment to the terminology used is also sought to ensure the meaning is clear and consistent with the standards within the proposed plan, therefore KiwiRail recommend changing 'at-grade railway crossing' to 'railway level crossing'. KiwiRail seeks an advice note to be included in the rule for KiwiRail Holdings Limited be contacted for advice where the access crosses a railway line (private or public crossing) or a railway level crossing	Accept in part
FS5.9	Hamish Weir			Oppose in part	Disallow in part	Kiwi Rail should only be consulted when the usage of an existing private crossing is changed by an activity or a new crossing proposed. Existing Public crossings should be excluded from consultation with Kiwi Rail as this is outside of an applicants control and a matter for Kiwi Rail & Council.	Reject
S112.042	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-R4	Oppose in part	Amend TRANS -R4 Matters of discretion as follows: 5. The outcome of any consultation with Waka Kotahi New Zealand Transport Agency where the access connects to any State Highway,	In light of the relief sought in the submissions above, Waka Kotahi seeks to include a new Matter of discretion into TRANS - R4 to include the outcome of consultation with Waka Kotahi where the access that connects to a State Highway.	Accept in part
S125.013	Ministry of Education	TRANS - Transport	TRANS-R4	Support	Retain as proposed	The submitter supports TRANS-R4, acknowledging educational facilities can result in high traffic volumes and based on the Gore District context, 250 vehicle movements per day is appropriate.	Reject
S124.015	Fire and Emergency NZ	TRANS - Transport	TRANS-R4	Support	Retain as notified	Fire and Emergency support the note that the rule does not apply to vehicle movements associated with temporary activities of which includes emergency services training.	Accept in part
S132.038	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-R4	Amend	Amend as follows: Activity status: Restricted Discretionary Where: 1. Any new activities or an increase of existing activities, individually or collectively on a site, generate more than 100 Equivalent Car Movements Per Day ~~250 vehicle movements per day.~~ Matters of discretion: ...5. Impacts on the efficiency and safety of a railway level crossing, the suitability of the location for the intensity and scale of the activity, and the effects on the safety of all users of the railway level crossing.	KiwiRail considers 250+ car movements a day to be a very high limit that may have significant effects on the wider transport network. It is recommended that the approach provided in the Waka Kotahi Planning and Policy Manual is adopted which uses the threshold as 100 Equivalent Car Movements Per Day, it is considered that following these guidelines will more accurately assess the effects generated by high trip numbers by heavy and light vehicles. The Matters of Discretion should be amended to allow for consideration of effects on level crossings from the increase in trip generation at an existing or proposed access.	Accept in part
S112.041	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-R4	Oppose in part	Amend TRANS - R4 as follows, or using words of similar intent: High Trip generation at existing and proposed property accesses. All Zones (except Field Days, Sports and Active Recreation Zones	High trip generating activities can have an impact on the wider land transport network and therefore we seek to amend this provision, at least as it applies to the State highway network, to adopt the 100	Accept in part

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					and Camp Columba Zone): 1. Any new activities or an increase of existing activities, individually or collectively on a site, that are not directly accessed from a state highway , generate more than 250 vehicle movements per day. 2. Any new activities or an increase of existing activities, individually or collectively on a site accessed directly from the state highway, generate more than 100 Equivalent Car Movements Per Day in accordance with the Table found on page 18/19 of original submission.	Equivalent Car Movements (ecm) approach as per Appendix 5B of the Waka Kotahi 'Planning and Policy Manual 2007 and subsequent relevant amendments and to more accurately assess the effects associated with heavy vehicle movements onto State highways. Waka Kotahi considers that the 250 vehicle movements / per day (vm/pd) threshold is set too high and could result in unforeseen and unplanned demands being placed on land transport infrastructure including the State highway network.	
FS26.034	Mercury Ltd			Oppose in part	Disallow in part	Rule TRANS-R4 - High Trip generation at existing and proposed property accesses includes the following "note": "Note: The rule does not apply to vehicle movements associated with temporary activities or construction activities where these activities are either authorised by a resource consent or are permitted by plan rules" Matters of discretion include: "4. Construction effects and traffic movements including effects on amenity values." The Waka Kotahi submission seeks to change to using Equivalent Car Movements ("ECM") and lower the threshold. Mercury seeks that the application of the ECM rule to renewable electricity generation activities, in particular wind farms is clarified. The status of a 'note' under the proposed rule is unclear. The exemption for construction activities should part of the rule and its application to both clause 1 and proposed clause 2 made explicit. It is also not clear how activities such as wind farm repowering would be treated under the proposed ECM rule.	Accept in part
FS24.025	Contact Energy Ltd			Oppose	Disallow	Contact considers that this decrease needs to be based on evidence that there is an effect arising at 100 vehicle movements.	Reject
S99.019	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S1	Not Stated	Clarification is needed in this rule that it only applies to parking areas providing for more than 5 cars, the same threshold as Rule TRANS-S1 (3)	TRANSS1(2)- Requiring all urban parking areas to be sealed and marked is overly broad, affecting residential properties unnecessarily. This rule can have adverse environmental effects (stormwater runoff) and restricts alternative solutions like permeable paving.	Reject
S74.003	Hamish Weir	TRANS - Transport	TRANS-S1	Oppose in part	The rule should be amended as follows; 2. The surface of all vehicle parking areas within the urban area, shall be ~~sealed~~ appropriately surfaced and all non-residential use parking spaces marked.	Engineering design solutions are constantly changing with permeable surface solutions becoming available. An example is laying gravel and using reinforced pavers to stabilise the surface, which aids in reducing time of concentration of stormwater during rainfall events. See original submission for image. Design solutions like this welcome variety in urban environments. The plan should encourage solutions that mitigate stormwater affects and enhance urban design. Rule doesn't distinguish between residential, commercial and industrial zones, it is not appropriate to require marking for parking at a typical residential site, multi-level apartments (that may warrant this) are highly unlikely in the District.	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
FS22.057	Clark Fortune McDonald & Associates			Support	Allow	Support - we agree that there should be provision for permeable surface solutions.	Reject
S115.063	Kevin Robertson	TRANS - Transport	TRANS-S3	Oppose in part	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. This does not apply to vehicle movements for primary production activities.	This standard refers to vehicle movements which are shown in italics, however no corresponding definition appears in the interpretation chapter. Without a definition of vehicle movements, it is difficult to comment on this standard. However, SFF do not support limitations on vehicle movements for farming purposes. In any one day there may be several 'vehicle movements' occurring as part of farming operations, particularly in busy seasons. While this is unlikely to be greater than 60 movements, there should not be any restrictions on the number of movements which can occur on farm. A farmer should not have to apply for a resource consent to allow multiple vehicles to visit their farm for farming operations. The reverse sensitivity effects of multiple vehicle movements are likely to be minimal if the movements are related to primary production in a rural setting.	Accept in part
S143.074	Rural Ratepayers Group	TRANS - Transport	TRANS-S3	Oppose in part	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. This does not apply to vehicle movements for primary production activities.	This standard refers to vehicle movements which are shown in italics, however no corresponding definition appears in the interpretation chapter. Without a definition of vehicle movements, it is difficult to comment on this standard. However, SFF do not support limitations on vehicle movements for farming purposes. In any one day there may be several 'vehicle movements' occurring as part of farming operations, particularly in busy seasons. While this is unlikely to be greater than 60 movements, there should not be any restrictions on the number of movements which can occur on farm. A farmer should not have to apply for a resource consent to allow multiple vehicles to visit their farm for farming operations. The reverse sensitivity effects of multiple vehicle movements are likely to be minimal if the movements are related to primary production in a rural setting.	Accept in part
S148.075	Alistair & Bernadette Hunt	TRANS - Transport	TRANS-S3	Oppose in part	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. This does not apply to vehicle movements for primary production activities.	This standard refers to vehicle movements which are shown in italics, however no corresponding definition appears in the interpretation chapter. Without a definition of vehicle movements, it is difficult to comment on this standard. However, SFF do not support limitations on vehicle movements for farming purposes. In any one day there may be several 'vehicle movements' occurring as part of farming operations, particularly in busy seasons. While this is unlikely to be greater than 60 movements, there should not be any restrictions on the number of movements which can occur on farm. A farmer should not have to apply for a resource consent to allow multiple vehicles to visit their farm for farming operations. The reverse sensitivity effects of multiple vehicle movements are likely to be minimal if the movements are related to primary production in a rural setting.	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S60.065	Ronald Crispin	TRANS - Transport	TRANS-S3	Oppose in part	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. This does not apply to vehicle movements for primary production activities.	This standard refers to vehicle movements which are shown in italics, however no corresponding definition appears in the interpretation chapter. Without a definition of vehicle movements, it is difficult to comment on this standard. However, SFF do not support limitations on vehicle movements for farming purposes. In any one day there may be several 'vehicle movements' occurring as part of farming operations, particularly in busy seasons. While this is unlikely to be greater than 60 movements, there should not be any restrictions on the number of movements which can occur on farm. A farmer should not have to apply for a resource consent to allow multiple vehicles to visit their farm for farming operations. The reverse sensitivity effects of multiple vehicle movements are likely to be minimal if the movements are related to primary production in a rural setting.	Accept in part
S68.183	John Baynes	TRANS - Transport	TRANS-S3	Oppose in part	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. This does not apply to vehicle movements for primary production activities.	This standard refers to vehicle movements which are shown in italics, however no corresponding definition appears in the interpretation chapter. Without a definition of vehicle movements, it is difficult to comment on this standard. However, SFF do not support limitations on vehicle movements for farming purposes. In any one day there may be several 'vehicle movements' occurring as part of farming operations, particularly in busy seasons. While this is unlikely to be greater than 60 movements, there should not be any restrictions on the number of movements which can occur on farm. A farmer should not have to apply for a resource consent to allow multiple vehicles to visit their farm for farming operations. The reverse sensitivity effects of multiple vehicle movements are likely to be minimal if the movements are related to primary production in a rural setting.	Accept in part
S126.062	Southland Federated Farmers of New Zealand	TRANS - Transport	TRANS-S3	Oppose in part	Include definition of vehicle movements or specify that movements is in relation to vehicles. Amend TRANS-S3: The vehicle crossing is for on-site activities that individually or collectively generate less than 60 vehicle movements per day. This does not apply to vehicle movements for primary production activities.	This standard refers to vehicle movements which are shown in italics, however no corresponding definition appears in the interpretation chapter. Without a definition of vehicle movements, it is difficult to comment on this standard. However, SFF do not support limitations on vehicle movements for farming purposes. In any one day there may be several 'vehicle movements' occurring as part of farming operations, particularly in busy seasons. While this is unlikely to be greater than 60 movements, there should not be any restrictions on the number of movements which can occur on farm. A farmer should not have to apply for a resource consent to allow multiple vehicles to visit their farm for farming operations. The reverse sensitivity effects of multiple vehicle movements are likely to be minimal if the movements are related to primary production in a rural setting.	Accept in part
FS14.014	NZ Transport Agency Waka Kotahi			Oppose	Disallow	Vehicle movements associated with primary production activities can have the same effects on the safety and efficiency of the transport network as vehicle movements associated with all other	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						activities. Consequently, the New Zealand Transport Agency does not support the exemption sought for vehicle movements associated with primary production activities.	
S124.016	Fire and Emergency NZ	TRANS - Transport	TRANS-S4	Support	Retain as notified	Fire and Emergency support the note that the rule does not apply to vehicle movements associated with temporary activities of which includes emergency services training.	Accept
S112.044	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S5	Support in part	Amend the Table as follows, or using words of similar intent: ~~...(if this is a State highway)~~ (if this is not a State highway)	The last column under the 'Rural' column of this Table, that refers to 'Milk tanker', has brackets that state (if this is a State highway). Waka Kotahi suggest this statement is unclear and potentially should be changed to (if this is not a State highway).	Accept
S112.045	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S5	Oppose in part	For clarity either add wording to the column of TABLE-S5 titled 'Milk tanker' to indicate that it applies to all roads except State highways and/or include a note that for State highways the Diagram E standard applies instead, and/or change Standard Construction Drawing R09-3 to reflect a Diagram E standard.	The table uses the term 'Milk tanker' for rural crossing places and appears to be a reference to the Waka Kotahi Planning and Policy Manual's now outdated Diagram D standard. The Diagram D standard which has been used for milk tankers and other large vehicle crossings in the past has been discontinued for safety reasons. Hence for large vehicle crossings we would now recommend a Diagram E standard (attached as Appendix 1). If Council want to use the Diagram D standard for milk tankers on local roads, the table should remain unchanged, except that we suggest State highways should be excluded.	Accept in part
S112.046	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S5	Support in part	For clarity, within the 'Rural' column of the Table, either change the 'private' and 'high use or commercial' width of crossing place from 4.5m to 6m for accesses onto State highways, or alternatively amend the table to exclude State highways from this standard.	Within the rural section of the table the width (m) at the property boundary is stated as 4.5 m for both private and high use commercial. The Waka Kotahi standard is 6m for these accesses and we suggest the table is changed to reflect the Waka Kotahi Planning and Policy Manual (PPM) standard for State highway accesses or alternatively that State highways are excluded from this standard.	Accept in part
S99.020	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S5	Not Stated	Delete TRANS-S5 as the relevant details are specified in the Subdivision & Land Development Bylaw.	TRANS-S5 contradicts the Gore District Council (DGC) Subdivision and Land Development Bylaw 2019 (based on the NZS 4404:2010 national standard). Construction details should not be specified, but if they are, they should be consistent with other bylaws and standards. Specified gradient of no more than 5% (i.e. 1 in 20) within 6m of footpath contradicts bylaw specification of no steeper than 1 in 8 (i.e. 12.5%) for the first 5m, and 1 in 5 (20%) beyond that (with 1 in 4.5 permitted for short straight sections).	Reject
FS5.10	Hamish Weir			Support	Allow		Reject
FS28.024	Kainga Ora			Oppose	Disallow	While Kāinga Ora agrees that duplication, or inconsistencies are undesirable, Kāinga Ora has concerns around the Subdivision and Land Development Bylaw 2019. It is the view of Kāinga Ora that subdivision and development is better managed through the district plan process.	Accept

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S99.021	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S5	Not Stated	Table-S5 R09-1 is amended to read ' less than 4 residential units ', as it did in the earlier PDP draft.	Table-S5 states R09-1 is for 'less than 2 residential units or farm paddock', which by implication means an access shared by 2 or more residential units must be constructed to R09-2 full commercial standard. This is impractical and excessive.	Accept in part
FS5.11	Hamish Weir			Support	Allow		Accept in part
S124.017	Fire and Emergency NZ	TRANS - Transport	TRANS-S5	Support in part	Amend as follows: Residential width (m) at the property boundary (urban) and entranceway (rural) ~~3~~ 3.5 Width(m) at kerb line or edge of seal ~~3.5~~ 4.0	Fire and Emergency support in part the required construction standards and dimensions proposed in Table S5. Fire and Emergency require carriageways to be a minimum width of 4m whilst entranceways must be 3.5m in width to sufficiently cater for fire appliances.	Reject
FS28.023	Kainga Ora			Oppose	Disallow	It is the view of Kāinga Ora that the notified provision is sufficient. Access to fire hydrants and length of driveways would be better matters to consider so that fire hoses are able to reach properties.	Accept
S112.047	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S6	Support in part	For clarity either amend TABLE-S6 so that the sight distances for State highways aligns with Table App5B/1 of the PPM, or alternatively amend so that State highway are excluded from TABLE-S6.	TABLE-S6 does not reflect the Waka Kotahi sight distances as detailed in Table App5B/1 of the Waka Kotahi Planning and Policy Manual (PPM) (attached as Appendix 2). TABLE-S6 however is inclusive of regional collector roads which would include State highways. We recommend that TABLE-S6 is amended to either align with the PPM in so far as State highways are concerned, or alternatively that State highway are excluded from TABLE-S6.	Accept in part
S99.022	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S6	Not Stated	Delete Trans-S6 as this is an engineering matters and not appropriate considerations for the PDP.	These provisions oversimplify and partially contradict the subdivision and land development bylaw, effectively requiring resource consent for many accesses which should only be an issue considered by GDC roading department approvals. This represents a consenting burden, an inefficient use time and increase costs for no practical benefit.	Reject
FS28.025	Kainga Ora			Oppose	Disallow	While Kāinga Ora agrees that duplication, or inconsistencies are undesirable, Kāinga Ora has concerns around the Subdivision and Land Development Bylaw 2019. It is the view of Kāinga Ora that subdivision and development is better managed through the district plan process.	Accept
S99.023	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S7	Not Stated	Delete Trans-S7 as this is an engineering matters and not appropriate considerations for the PDP.	These provisions oversimplify and partially contradict the subdivision and land development bylaw, effectively requiring resource consent for many accesses which should only be an issue considered by GDC roading department approvals. This represents a consenting burden, an inefficient use time and increase costs for no practical benefit.	Reject
FS5.12	Hamish Weir			Support	Allow		Reject
FS28.026	Kainga Ora			Oppose	Disallow	While Kāinga Ora agrees that duplication, or inconsistencies are undesirable, Kāinga Ora has concerns around the Subdivision and Land Development Bylaw 2019. It is the view of Kāinga Ora that subdivision and development is better managed through the district plan process.	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S112.048	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S8	Support in part	Amend the text to add a note or an exclusion explaining signs and rail/road devices that are intended to make the level crossing places safer are excluded from this standard.	This rule seeks to manage the effects from visual obstructions within the sightline areas of railway level crossings. However, the standard also potentially captures signs and other devices that would make the crossing safer.	Accept
S132.040	KiwiRail Holdings Ltd	TRANS - Transport	TRANS-S8	Amend	Amend TRANS-S8 as follows: Matters of discretion: ... 2. The extent to which pedestrians, motorised and non motorised modes of transport vehicles entering and exiting the level crossing can see approaching trains. 3. The extent to which users of the railway corridor approaching the approaching the level crossing can see pedestrians, motorised and non motorised modes of transport.	The standard is supported, however, public safety at level crossings is crucial and so KiwiRail support the inclusion of a standard for sight triangles for railway level crossings. KiwiRail seek an amendment to the matters of discretion to address visibility of trains to see approaching pedestrians, motorised and non-motorised modes of transport, and pedestrians, motorised and non-motorised modes of transport to see approaching trains.	Accept in part
S112.049	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S9	Support in part	Consider reassessing the turning radii to identify if large trucks will be able to be accommodated within the radii suggested for commercial and industrial, and make any necessary amendments	Waka Kotahi consider that the turning radii for 'commercial' and 'industrial' seem tight for large trucks. Would a 15 metre radius accommodate a quad semi truck doing a 180 degrees turn?	Reject
S152.001	Nigel Cowburn	TRANS - Transport	TRANS-S9	Not Stated	6a - Specify structural edge avoiding reference to "raised kerb"	Raised kerbs inhibit stormwater flow to groundwater.	Accept
S152.003	Nigel Cowburn	TRANS - Transport	TRANS-S9	Not Stated	6b - change 25mm to 38mm	25mm breaks down too rapidly	Accept in part
S152.004	Nigel Cowburn	TRANS - Transport	TRANS-S9	Not Stated	6c - remove "or" from " <i>commercial and industrial accesses shall drain from their sumps through a lead directly or through a stormwater treatment device to a public stormwater main.</i> "	best practice won't be used if there's an option	Accept
S124.018	Fire and Emergency NZ	TRANS - Transport	TRANS-S9	Support in part	Amend as follows: 3.Centre line grades are not: (a) steeper than 1 in 5, ~~except that gradients of 1 in 4.5 may be used over straight lengths of access for a distance of up to 20m~~	Fire and Emergency support the standard for TRANS S9 specifically in relation to clause (3) and clause (4). The maximum gradient that a fire appliance can negotiate is a 1:5. Therefore, the requirement that private ways, private roads and other private access is not steeper than 1 in 5 is acceptable. Gradients of 1 in 4.5 are not suitable for fire appliances. With respect to clause (4) the passing bays provided for at least every 50m may provide Fire and Emergency with a hardstanding area to operate from where a 4m access width may not be appropriate.	Accept
S99.025	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S9	Not Stated	Amending this rule to state: " ...a pedestrian link shall be provided at the end of the urban cul-de-sac roads where appropriate. "	Requiring a pedestrian link at the end of urban cul-de-sac roads is aspirational, but in many cases without merit as there is nowhere for it to connect to. This proposed rule would require a restricted discretionary resource consent to not provide a pedestrian link regardless of whether a pedestrian link was useful or not.	Reject
FS5.13	Hamish Weir			Support	Allow		Reject
FS28.027	Kainga Ora			Support	Disallow	Kāinga Ora agrees with this submission point.	Reject
S99.024	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S9	Not Stated	Provision should be made for alternatives in this provision such as permeable surfaces where appropriate.	The requirement for all residential accesses to be sealed is excessive, unjustified and the outcome does not have any planning merit.	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
FS14.015	NZ Transport Agency Waka Kotahi			Oppose	Disallow	Permeable surfaces may be comprised of loose materials, like stones. Where those surfaces form part of a private way, private road or other private access, that material may be tracked onto the road network by vehicle movements and create a safety risk through loss of tyre traction and/or the material being flicked up at other road users. Given the potential road safety risk, the New Zealand Transport Agency does not support the amendment sought by this submitter.	Accept
S112.050	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S10	Support in part	Provide clarification on the passing provision required by this standard, in particular as it applies to clause 2(b). Reconsider and amend the standard as necessary to provide an increase in size of the passing lane dimensions, or exclude intersections with State highways from this standard such that the road design would default back to road controlling authority, in this instance Waka Kotahi.	Clause- S10(2)(b) applies to all rural road intersections, which could capture intersections with State highways. Waka Kotahi consider that the clause is unclear. We assume that the standard, in seeking provision for passing, it means that room should be provided for two lanes - can you please clarify this? The minimum dimensions of 2.1 by 6m including entry and departure tapers seems too small of a scale given large rural trucks may also need to use these areas. Waka Kotahi suggests that the standard either needs to be reassessed and amended to provide an increase in the passing area dimensions, or that state highway intersections with rural roads are excluded from the Standard.	Accept
S112.051	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S10	Support in part	For clarity either exclude State highways from Table- S10 or accommodate the State highway standards within the table.	Table S10 is missing design elements for cyclists and shared paths for state highways and the different requirements for rural and urban environments. For State highways, in an urban environment paths for cyclists are accommodated in the parking lane and in the rural environment they are accommodated in the shoulder. Table S10 does not provide the State highway requirements for cyclists.	Accept
S124.019	Fire and Emergency NZ	TRANS - Transport	TRANS-S10	Support	Retain as notified	Fire and Emergency support TRANS - 10. It is acknowledged that increased widths are provided for under TRANS-S4 where a vehicle access: (a) terminates more than 135 metres from a hydrant with sufficient flow for firefighting purposes at the property; or (b) A vehicle access is longer than 30 metres.	Accept
S99.026	Clark Fortune McDonald & Associates	TRANS - Transport	TRANS-S10	Not Stated	Delete TRANS-S10(2) as this provision is already specified in the Bylaw.	This provision contradicts the subdivision and land development bylaw (which provides for a minimum angle of 70° when justified by constraints). 90° is not always practical due to constraints such as topography.	Accept in part
S152.005	Nigel Cowburn	TRANS - Transport	TRANS-S10	Not Stated	Prohibition of Cul-de-sac roads	High energy requiring parts of urban infrastructure and create hazards in emergency situations. Only developers benefit from culs-de-sac.	Reject
FS28.028	Kainga Ora			Oppose	Disallow	Cul-de-sacs have their place for housing choice. A prohibited activity status is overly onerous.	Accept
FS22.058	Clark Fortune McDonald & Associates			Oppose	Disallow	Oppose - cul-de-sac roads are frequently the only possible or feasible design solution for development of many sites, especially for urban infill development. Prohibiting cul-de-sac roads would result in landlocked areas of land unable to be developed or used.	Accept

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S152.007	Nigel Cowburn	TRANS - Transport	TRANS-S10	Not Stated	Requests pedestrian links need visibility from buildings, so functional windows and spaces overlook walkway.	Pedestrian safety and security - this is CPTED 101.	Accept in part
FS28.029	Kainga Ora			Support in part	Allow in part	Kāinga Ora supports development in line with CPTED principles. It is the view of Kāinga Ora that CPTED is best addressed through matters of discretion and mitigation measures.	Accept
S74.004	Hamish Weir	TRANS - Transport	TRANS-S10	Oppose in part	Table S10 is missing a critical Note 4 comment as identified by the following markup; 4 The minimum reserve width of an access serving a single household unit may be reduced to 3 metres if the driveway has unrestricted visibility and the length does not exceed 30 metres.	Many urban subdivisions the submitter has undertaken rely on this rule to provide a driveway. The note is required to ensure development can still happen without excessive resource consent processes.	Accept in part
FS22.059	Clark Fortune McDonald & Associates			Support	Allow	Support - this provision is important to many sites for urban infill development.	Accept
S112.052	Waka Kotahi NZ Transport Agency	TRANS - Transport	TRANS-S11	Support in part	Amend as follows or words of similar intent: Within these areas any structures, objects and vegetation excluding traffic control devices shall not exceed 0.5 m in height, other than fences of open wire construction	The text immediately below TRANS-S11 4 notes that for visibility splays, objects and vegetation shall not exceed 1.2m visibility splays. This would capture traffic control devices like signs. It also allows vegetation up to 1.2m in height. Waka Kotahi suggest the standard be changed to exclude traffic control devices and for the maximum height of vegetation to be reduced to either 0.3m or 0.5 m to ensure that the vegetation doesn't obstruct the view of a driver seated in a vehicle.	Accept
S112.161	Waka Kotahi NZ Transport Agency	GIZ - General Industrial Zone	GIZ-S6	Support in part	Amend the standard as follows or words with the same intent: 1. A landscaping strip with an average width of 2 metres along the frontage of the site is provided. ~~E~~ except for any area required for vehicle or pedestrian access, where: (a) the plants do not result in any of the following effects on the road network: (i) the visual obstruction of sight lines to and from any vehicle crossing or intersection; (ii) shading, causing icing of the road carriageway; (iii) branches or foliage that overhangs the road corridor; (iv) plant debris, especially from deciduous plants, that could block drainage systems within the road corridor. Add an additional matter of discretion, where compliance is not achieved with the standard, as follows: 3. The effect of the non-compliance on the safe, efficient and effective function of the road network.	Waka Kotahi supports in part this standard because it requires landscaping along the frontage of a site but does not manage the actual or potential effects of that landscaping on the highway network where a site fronts the highway. Inappropriate plant choice could result in the landscape strips obstructing visibility to and from a vehicle crossing or intersection, cause shading/icing on the road network, or maintenance issues for road controlling authorities as a result of such matters as branches overhanging the road corridor or debris from deciduous plants blocking drainage systems.	Reject
S112.181	Waka Kotahi NZ Transport Agency	Appendix 1 - TRANS-APP - Transport Standard	APP1-TRANS-APP	Support in part	Either update the drawing to reflect Waka Kotahi minimum standard, Diagram C, or add a note to Drawing R09-1 clarifying this design is not applicable for an access to a State highway and that, instead, consultation is required to be undertaken with	R09-1 shows the 'private rural access' design. Waka Kotahi notes that this drawing does not meet the required Waka Kotahi minimum design for accesses (Diagram C; Attached as Appendix 5). Therefore, we consider that either this drawing should be updated to the	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
		Construction Drawings			Waka Kotahi as the Road Controlling Authority for State highways	Diagram C Standard, or alternatively that it is noted on the drawing that this access design excludes access to a State highway.	
S112.182	Waka Kotahi NZ Transport Agency	Appendix 1 - TRANS-APP - Transport Standard Construction Drawings	APP1-TRANS-APP	Support in part	Either update drawing R09-2 to reflect that a Primary Commercial Access onto a state highway in a rural area would need to meet the Waka Kotahi Diagram E standard or add a note to Drawing R09-2 clarifying this design is not applicable to an access to a State highway in a rural area and that, instead, consultation is required to be undertaken with Waka Kotahi as the Road Controlling Authority for State highways	Waka Kotahi considers that Drawing R09-2 shows a nonstandard drawing for a Primary Commercial Access. If on a highway in a rural area Waka Kotahi would recommend a Diagram E standard for a Primary Commercial Access (refer to Diagram E in Appendix 1). Waka Kotahi suggest that the drawing should reflect this is not a standard for an access onto the highway.	Accept in part
S112.183	Waka Kotahi NZ Transport Agency	Appendix 1 - TRANS-APP - Transport Standard Construction Drawings	APP1-TRANS-APP	Support in part	Either replace R09-3 with the Waka Kotahi Diagram E standard or add a note to Drawing R09-3 clarifying this design is not applicable to an access to a State highway and that, instead, consultation is required to be undertaken with Waka Kotahi as the Road Controlling Authority for State highways.	Drawing R09-3, 'Rural Milktanker Access', depicts what was a Waka Kotahi Diagram D standard, that was used for milk tankers and other heavy vehicles using a rural access. A Diagram D standard is no longer used for safety reasons and has now been replaced with a Diagram E access standard. Waka Kotahi suggest amendments are made to this drawing to reflect the aforementioned change to the Diagram E standard.	Accept in part
S152.006	Nigel Cowburn	Appendix 1 - TRANS-APP - Transport Standard Construction Drawings	APP1-TRANS-APP	Not Stated	Requests graphic R02 include a flush kerb cross section		Accept
S99.044	Clark Fortune McDonald & Associates	Appendix 1 - TRANS-APP - Transport Standard Construction Drawings	APP1-TRANS-APP	Not Stated	TRANSAPP is deleted.	This section of the PDP essentially replicates the diagrams already in the GDC Subdivision and Land Development Bylaw. It is understood that engineering detail was deliberately excluded from the ODP to avoid the time and cost of going through a plan change process for any revision to technical engineering details or changes in design standards.	Reject
S152.008	Nigel Cowburn	Appendix 1 - TRANS-APP - Transport Standard Construction Drawings	APP1-TRANS-APP	Amend	Requests updated diagrams with quality line art	Current examples are illegible.	Accept
FS22.068	Clark Fortune McDonald & Associates			Support	Allow	Support - while we consider that engineering details should not be included in the district plan in general, if they are included they must be clear and legible.	Accept